QA-2B
(Revised)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

12-1-2002

DENSITY DEFICIENCY PAY FACTOR RECOMMENDATIONS / ACTIONS

PROJECT NO.: [1] CONTRACT NO.: [2]

DATE PRODUCED: [3] PROJECT ENGINEER: [4]

CONTRACTOR: [5] PLANT LOCATION: [6]

TYPE MIX / JMF: [7] LOT AVERAGE: [8]

Project Engineer's Recommended Pay Factor	Tonnage	Automatic Adjustment (PF)	Not Reasonably Close Conformity Adjusted Pay	Unacceptable Removal / No Pay	Reasonably Acceptable Full Pay
	[9]	[10]			

SIGNATURE: [11] DATE: [12]

COMMENTS: [13]

Division Engineer's Recommended Pay Factor	Tonnage	Automatic Adjustment (PF)	Not Reasonably Close Conformity Adjusted Pay	Unacceptable Removal / No Pay	Reasonably Acceptable Full Pay
	[9]	[10]			

SIGNATURE: [11] DATE: [12]

COMMENTS: [13]

Construction Unit's (PCE) Final Pay Factor	Tonnage	Automatic Adjustment (PF)	Not Reasonably Close Conformity Adjusted Pay	Unacceptable Removal / No Pay	Reasonably Acceptable Full Pay
	[9]	[10]			

SIGNATURE: [11] DATE: [12]

COMMENTS: [13]

PROJECT ENGINEER'S FINAL ACTION

The [14] % pay factor specified above was applied on Estimate Number [15] dated [16] .

Deficiency Location: [17]

Signature: [18]

ORIGINAL TO : PROJECT ENGINEER

CC: STATE MATERIALS ENGINEER
STATE PAVEMENT MANAGEMENT ENGINEER
PAVEMENT CONSTRUCTION ENGINEER
QA SUPERVISOR

* Contractor must be notified in writing by Project Engineer of any adjustment / action.

QA-2B

DENSITY DEFICIENCY PAY FACTOR RECOMMENDATIONS / ACTIONS

GENERAL NOTE: This form is used only when the pay quantities for a contract are not handled through the Department's HiCAMS computer system. It is used in the determination of a pay factor for asphalt densities which do not meet Specification requirements. It shall be used for only one lot's density deficiency, one project number, one type mix, and one JMF number. It will not be utilized for plant mix deficiencies. The QA-2A form will be used for determining mix deficiency pay factors. This QA-2B form is initiated by the Project Engineer (normally either the Resident Engineer or District Engineer). Prior to the actual completion of the form, the Project Engineer shall consult with the Pavement Construction Engineer to determine if an adjustment is necessary. The Project Engineer is responsible for determining the actual adjusted pay tonnage and the initially recommended pay factor. Once this is completed and as soon as possible after the density deficiency occurs, he will forwarded this form to the Division Engineer. The Project Engineer shall also prepare a brief memo to the Division Engineer detailing the density deficiency and attach this form to it. The Division Engineer may elect to either complete his recommendation or assign that responsibility to someone else. Once that is complete, the form will be forwarded to the Pavement Construction Engineer who will consult with the State Construction Engineer prior to completing the final pay factor portion of the form. The final determination of acceptance, pay adjustments, and/or removal is the responsibility of the State Construction Engineer. The original form shall then be returned to the Project Engineer for application and certification of any pay factor applied. The Project Engineer shall be responsible for distribution of the completed form.

1. Project number on which mix was placed.
2. Contract number on which mix was placed.
3. Date density deficiency occurred.
4. Project Engineer's printed name (normally Resident Engineer or District Engineer).
5. Contractor that placed deficient mix.
6. Location of asphalt plant producing mix.
7. Type mix in which deficiency occurred and JMF no.; i.e., RS9.5B JMF# 15-0100-151.
8. Average density of failing lot; i.e. 91.2%. (See Section 10.3.3 of this manual for Lot determination)
9. Actual tonnage of mix with deficient density. This tonnage will be compiled by use of Roadway Technician's Daily Report, Form QC-5, and project weigh tickets.
10. Recommended pay factor as established by Section 609 of the Standard Specifications. This shall be a percentage of the unit bid price and not a reduction percentage. One pay factor percentage figure shall be entered in the appropriate space.
11. Signature of appropriate person making recommendation and / or establishing pay factor.
12. Date of signature.
13. Pertinent comments as deemed necessary by the recommending / establishing person.
14. Final pay factor applied by the Project Engineer.
15. Estimate number on which the specified pay factor was applied.
16. Date of estimate on which pay factor was applied.
17. Beginning and ending station numbers, lane designation, etc., where the deficient densities occurred. This information to be completed by the Project Engineer at time the adjustment is applied.
18. Signature of Project Engineer (normally Resident or District Engineer) verifying the information in items 14 – 17 above is correct and that the adjustment has been applied.